

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd April 1930 When handed in at Local Office 19 Port of Sakodet
 No. in Reg. Book. 19339 Survey held at Sakodet Date, First Survey 18th April Last Survey 22nd April 1929
 on the Wood, Iron or Steel Iron Steamer "Nisshin Maru No. 2"
 TONNAGE:— Built at Fukuoka By whom Tanaka & Co. Ltd. When 1906 MONTH 10
 GROSS 2336 Owners Matsuo Kisen K.K. Owners' Address Narimacho, Kobe
 UNDER DECK 2066 Managers Port belonging to Fuuka
 NET 1402

Surveyed Afloat or in Dry Dock? (Dock) Name of Dock Sakodet D.D. Destined Voyage Coasting
 WB=Cell DBorDBa feet; uE&B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT feet tons

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6117 Port Kobe

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Annual Survey

Now done: Vessel placed in dry dock, Hull, bottom, stern frame, & rudder examined, found in good condition & recoated. Rudder lifted, pintle & gudgeon bushes examined & all placed in good order. Internal portion of double bottom & wet tanks cleaned, work cement sanding, bilge channels & applicator wash cement. Locks, holdways, latches & supports, vents & coamings, for ventilation & fastenings, hold & lower deck spaces and general equipment examined and found in good condition. Wharves & loadings in way of same specially examined and found in good condition. Cable ranges & found in good order. Anchors examined found in good condition.

S.R.L. The Rudder Main piece (O & E repair) was specially examined and found in good condition. Repairs: Both side shells to stem on E side slightly indented & 2 beam knees broken & repaired in place and 2 knees renewed 3' 6" x 16" frame & painted in place. Water tested & proven tight. (Continued)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	2	1						

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt).
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	Rudder	Hatches	Condition, how ascertained
Transoms	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Frames	Windlass	Caulking ditto	Sails
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	" length 200 ft size 1 1/2"
Keelsons		Ditto ditto at other places ditto	" Rule length 200 ft size 1 1/2"
Stringers		Stringers, Clamps & Shells ditto	Hawser & Warps
Inner Bottom Plating		Salting (State if examined.)	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good efficient condition and is eligible in my opinion to remain as classed 100 A1 with fresh record of Survey 4-29, subject to the rudder main piece (O & E repair) being specially examined at next docking.

Survey Fee (per Section 20)	£ 85.00	Fees applied for, <u>23rd April 1930</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute/ FRI. 7 JUN 1929

Character Assigned 100A1, subject
5.4.29 + L.M.C. 4.29

TUE 27 MAY 1930

FRI. 24 JUL 1930



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Lloyd's Register Foundation

W611-0041

Y. A. has that the new law cause is not so much harmed as to spread the int. or to cause it to show through to the other side,

ANCHORS.

16 Stockless state Mechanical Tests

CHAIN CABLES.

Ass